



GOVERNOR ARNOLD SCHWARZENEGGER

July 10, 2009

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Administrator,

On behalf of the State of California, I am pleased to formally transmit our preapplications for funding from the \$8 billion contained in the American Recovery and Reinvestment Act of 2009 for the High-Speed and Intercity Passenger Rail program. This preapplication package focuses on California's integrated passenger rail network, including both its nation-leading high-speed rail program and its conventional/higher speed program, which for the last two decades has been the nation's foremost state-supported passenger rail service.

California shares the Federal Railroad Administration's (FRA) belief that passenger rail must assume a greater role in meeting the transportation challenges our nation faces in the 21st Century. To maintain the quality of life our citizens expect, we must move toward a more economically viable, environmentally sustainable and energy-efficient transportation system.

To meet the mobility needs of California's projected population growth over the next 20 years, 3,000 lane-miles of new freeway and five new airports with 90 new departure gates would need to be constructed at a cost exceeding \$100 billion. The state's proposed new high-speed rail system, in conjunction with enhanced conventional/higher speed connecting service, would go far toward addressing our mobility demands at significantly less cost. Such a system would also offer major emission reductions as well as energy conservation benefits by redirecting demand for air and automobile travel.

California has a long history of investment in its passenger rail programs. Since 1990, the state has invested \$1.3 billion in infrastructure and equipment and nearly \$900 million in operating support for its conventional rail program. California has also looked toward the future and invested more than \$100 million in preliminary engineering and environmental work for the development of a true, 200-plus miles per hour high-speed rail system. However, California and other states cannot meet the challenges alone. As the April 2009 High-Speed Rail Strategic Plan points out, a strong federal partner will be required to make this vision a reality. The new federal/state partnership included in the Passenger Rail Investment and Improvement Act of 2008 and the "down payment" included in the Recovery Act and the FRA's transportation budget proposal are positive steps in addressing these challenges.

The Honorable Joseph C. Szabo
July 10, 2009
Page two

As part of the preapplication process, California has identified a universe of High-Speed and Intercity Passenger Rail projects and programs exceeding \$22 billion that qualify for Recovery Act funding. The magnitude of the California number reflects the maturity of its programs, stemming from the state's prior investments in high-speed and conventional rail service and the size and complexity of its ground-breaking high-speed rail effort.

While California recognizes that we will have to tailor our formal application for the various funding tracks authorized under the Recovery Act to highlight our priorities, this large sum is a strong indicator of the readiness of our rail program to take advantage of these federal funds. Between now and the submission of formal application, California's Department of Transportation and High-Speed Rail Authority will continue developing a formal prioritized application package, and we look forward to working with FRA as part of these efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger", with a stylized flourish at the end.

Arnold Schwarzenegger

/la

Attachment